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Hongkong Daily Press.

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[6351]

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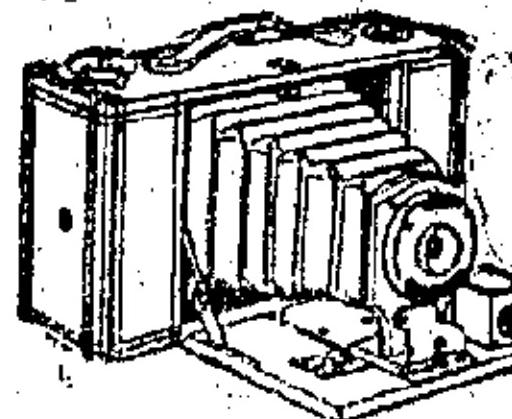


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DEATH.

In England, WILLIAM MACBEAN, late
Singapore Manager of the Union Insurance
Society of Canton, Limited.—(By cable). [676]HONGKONG OFFICE: 10A, DES VOUT ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 6TH, 1911.

We have been much struck by the fact that Hongkong appears to be the only Crown Colony in the Far East which is paying the travelling expenses of the Volunteer Contingents chosen to represent these Colonies at the Coronation. Ceylon is not, nor apparently is our nearer neighbour, the Straits Settlements, though in the latter Colony a vote of \$20,000 was passed last week for the purpose of defraying the main cost of the local celebration of the Coronation, and it has been intimated by the Colonial Secretary that "should any balance be left over the Legislative Council will be asked to approve the payment of such expenses incurred by the contingent representing the Colony at the Coronation." The expenses, he explained, would not be heavy, as most of the non-commissioned officers were already at home on leave, but there would be some incidental expenses which might reasonably fall on the Government. We should think so. Surely it never ought to be expected of the Colonial Volunteers that they should go to England in a representative capacity at an imperial function of such importance and significance as the Coronation of the King-Emperor entirely at their own cost. The Legislative Council

of Hongkong has voted a sum of \$13,000 to defray the expenses of the Colony's contingent of ten commissioned and non-commissioned officers, and we think we are correctly representing public sentiment in this Colony when we endorse the conviction expressed by His Excellency The Governor at the recent Volunteer Corps dinner that the Colony would have gladly paid the extra expense if the contingent had been larger.

On the occasion of the Coronation of the late King Edward His Majesty's Government invited a contingent not exceeding 75 of all arms, intimating that the Colony would be expected to defray passage and all other expenses, and the Legislative Council voted a sum of \$29,629.63 without demur for this purpose. If on the present occasion Hongkong has set an example in this respect to the other Eastern Crown Colonies, what is to be said of the lead given by the Straits Settlements in the matter of defraying the main cost of the local celebrations? In accordance with previous practice in Hongkong, it is intended here to raise the money required by voluntary subscription, the Government being expected to meet the cost only of illuminating certain public buildings, which on the last occasion amounted to about \$3,000. That amount will probably be exceeded on the present occasion, for we have added to the public buildings of the Colony since then the new Post Office and the new Law Courts, which, though not yet ready for occupation, must necessarily figure prominently in the Government's scheme of illuminations. There are, of course, obvious objections to defraying the whole cost of the celebrations out of the public revenue, the chief, we suppose, being that we are a cosmopolitan community and it may seem unfair to residents of other nationality than British that they should be obliged to pay for a celebration that is essentially British; though it is one in which all are cordially invited to participate. But the communities in the other British Crown Colonies are no less cosmopolitan than they are here, and we do not suppose that a charge of \$50.00 on the public revenue for the Coronation celebrations would excite opposition here any more than it has in the Straits Settlements, where we find a contemporary facetiously saying, in another connection, that "there are said to be no Englishmen in Singapore, which is believed to be composed of Germans and Scots." We still have a few Englishmen as well as a sprinkling of Welsh and Irish in Hongkong; but the point we wish to emphasise is that national distinctions have never been much in evidence on occasions of popular rejoicing in the Colony. A reference to the list of subscribers

to the local fund on the occasion of the Coronation of King Edward will show that it includes donations from firms and individuals of all nationalities, and doubtless the list which is about to be opened now will bear similar testimony to the goodwill of most of the foreign firms established here under the protection of the British flag. We mention this merely as indicating that there could be no very serious objection to defraying the expenditure on the celebration out of public revenue, but perhaps it would be a bad precedent to create, and, after all, the principle of voluntary contribution for such purposes is one which should not be too readily abandoned. The simplicity of the Straits arrangement, however, is one which will commend itself especially to the members of the Celebrations Committee on whom devolves the very necessary duty of collecting the subscriptions.

Normal conditions have been restored at Canton. The U.S.S. *Wilmington* returned to Hongkong yesterday.

One case of plague (fatal) was notified yesterday, bringing the total this year up to 24. It occurred in an unnumbered boat at Causeway Bay.

Mr. J. M. Macedo, Consul for Peru, and Mr. Janssen, Consul for Belgium in Hongkong, leave for Europe on the 10th inst., on furlough, travelling by the *Akbar*.

At the Magistracy yesterday Thomas Thompson, an unemployed ship's officer, was fined \$10 with the alternative of 14 days' imprisonment for being drunk and incapable.

The Emperor of Japan has conferred on Mr. Kiraly the Order of the Sacred Treasure in recognition of his services as Commissioner-General of the Japan-British Exhibition.

Two soldiers belonging to the K.O.Y.L.I. Privates Crowley and Brammer, were charged at the Magistracy yesterday with stealing a photograph album and a cigarette case from a Japanese shop in Beaconsfield Arcade on Thursday. Information was given to the police who communicated with the military authorities. The men were arrested by the garrison police and afterwards handed over to the civil authorities. Mr. Halifax found the charge proved and sentenced Crowley to six weeks' imprisonment and Brammer to three weeks in prison.

Another case of alleged publication of seditions literature came before the Magistrate yesterday, when Mr. Bowley appeared to prosecute a Chinese. The case was remanded, bail being fixed at \$5,000.

A sergeant belonging to the 126th (Munich) has reported to the police that he entrained an Indian friend whom he had known for two days with seven sovereigns to be changed. The man and the money have not been seen since.

The Bishop of Victoria will be the preacher at the Cathedral to-morrow (Sunday) morning. His subject is "The Tercentenary of the authorised version of the Bible." The annual collection will be in aid of the Bible Society.

An Army officer on Thursday running down the line to catch the Peak car which had just started as he entered the upper station dropped between the open rails and in the fall sustained a nasty wound in the leg necessitating his removal to the military hospital for treatment.

A Chinese who attempted to commit suicide on the 26th ult. by jumping into the harbour and was rescued by a sampan man was discharged from hospital yesterday and came before the Magistrate (Mr. J. R. Wood), who handed him over to the care of his friends.

Mr. Wood at the Magistracy yesterday sentenced a man to six months' imprisonment and four hours in the stocks for having returned from banishment. Defendant pleaded that he should not be given stocks, but his Worship was not influenced by the appeal.

Two men were brought before Mr. J. R. Wood at the Magistracy yesterday charged with being in illegal possession of a quantity of opium on the America Maru. The first was fined \$500 or three months in prison, and the case against the second was remanded pending inquiry.

What is believed to be a murder at Deep Bay has come under the notice of the police. The dead body of a Chinese male about 23 years of age has been found on the hillside with a large cut on the side of the neck and five large wounds on the scalp. Not far off were found a false queue, a sharp knife, and a pair of gold-rimmed spectacles. The body has not been identified yet.

There has just passed through Hongkong on his way to Shanghai Mr. E. Hultman, Dr. Jur., new Consul-General for Sweden in China. The Colony of Hongkong comes within the Consul's jurisdiction and his appointment has recently been approved by H. M. the King. Mr. Hultman will enjoy the distinction of being probably the tallest European in the Far East, his height being close on seven feet.

The recovery of a gold watch belonging to Captain Mackinnon of the R.A. *Sut Tai* is worthy of note. The watch was stolen sometime in September last. It was a presentation watch, was inscribed with the owner's name, and was valued at \$70. The police have maintained a strict watch and found the watch in a pawnshop. Application was made before Mr. J. R. Wood at the Magistracy yesterday to have the watch returned, and his Worship ordered that it be returned without compensation.

Mrs. Pasco, residing at the King Edward Hotel, proceeded against a ricksha coolie for refusing hire. Complainant told the Magistrate (Mr. E. R. Hallifax) that on leaving the Empire Cinematograph she wished to take the defendant's ricksha, but he refused and laughed at her. She stopped in and he declared that he was waiting for one "master." A man came up and told defendant to take complainant, but he still refused. She called an Indian constable. Defendant said he took a fire from the Hongkong Hotel and waited for him at the Cinematograph. The hearing was adjourned.

LOCAL SPORT.
INTERPORT CRICKET.

The postponed fixture between Hongkong and Shanghai, which is due to be played at the end of this month at Shanghai is being anticipated by a practice match on the Hongkong Cricket Club Ground between two elevens, one captained by Mr. R. Hancock and the other by Mr. Elbrough. It will be noticed that several of the other clubs are represented and it is to be hoped that the selection will go even a little further. The teams

The following have been selected to play for Mr. Hancock's team.—R. Hancock, H. Hancock, Lt.-Col. Hamilton, Capt. G. E. Garnett, C. T. Rose, E. J. Saunders, Capt. Clapham, R. A. H. Makin, A. A. Claxton, A. R. Lowe, A. R. Stutherford and H. R. Phillips.

The following have been selected to play for Mr. Elbrough's team.—A. G. E. Elbrough, T. E. Pearce, G. A. Cooke, R. N. Rev. S. W. Payne, R. E. O. Bird, Capt. G. H. Addison, R. E. Lt. Bagshaw, R. A. D. E. Donnelly, L. Williams, A. S.C., Corp. Dempsey, K.O.Y.L.I., and Corp. Taverner.

The match begins at 2.15 p.m.

LAWN BOWLS.

The first matches in the Lawn Bowls League competition are set down for this afternoon: Kowloon v. Taihoo, at Kowloon. Police v. Civil Service, at Happy Valley.

LAWN TENNIS.

The first matches in connection with the Lawn Tennis League will be played this afternoon. The contests announced are:

Craigengower v. Club de Recreio, at Happy Valley.

Wigwam v. Kowloon, on Wigwam courts.

Y.M.C.A. v. Civil Service.

TEAM.

Craigengower:—G. A. Hancock, L. A. Rose, H. H. Taylor, J. V. Braga, R. Bass and Dr. F. H. Kew.

Kowloon:—Green and Fowler, Klimanek and Rose, Abramson and van Delden.

Y.M.C.A.:—Messrs. Hinckling and Jessland, Vivreah and Shorey, and Le Breton and MacPherson.

TELEGRAMS.

[Protected by the Telegraph Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

THE CURRENCY LOAN.

CHINESE DECORATIONS FOR FOREIGN
BANKERS.

PEKING, May 2nd.

The Chinese Government has conferred the Order of the Double Dragon upon the foreign bankers concerned in the arrangement of the international loan for the purpose of reforming the currency.

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

**TURKISH MINISTERIAL
CRISIS.**

LONDON, May 5th.

A Constantinople telegram states that M. Djavid, the Minister of Finance, has resigned, and other Ministers, also representing the advanced section of Young Turks, are expected to resign as the result of dissensions in the party which resulted in a victory of the Conservatives.

**GREAT BRITAIN AND
PERSIA.**

A RAILWAY PROJECT.

LONDON, May 5th.

Sir Edward Grey, Secretary of State for Foreign Affairs, has stated in the House of Commons that His Majesty's Government has applied to the Government of Persia for the option to construct a railway in South-West Persia with British capital. He could not now make a statement as to the terms of the application or the nature of the reply.

**THE REBELLION IN
MOROCCO.**

LONDON, May 5th.

A Paris message states that on the arrival of Major Bremon's troops at Fez the Sultan's forces made a sortie and attacked the enemy, inflicting heavy losses. Foodstuffs and ammunition are still urgently required.

**STATE INSURANCE IN
GREAT BRITAIN.**

RADICAL SCHEME PROPOSED.

LONDON, May 5th.

In the House of Commons yesterday Mr. Lloyd George introduced an elaborate scheme of insurance against invalidity, sickness, and unemployment. It is proposed that work people should be compelled to contribute, men fourpence and women threepence weekly, deductible from wages, the State contributing two-pence and employers threepence.

Regarding unemployment, it is proposed to deal only with the engineering and building trades, the workmen and employers to be compelled to pay twopence-halfpenny each weekly and the State to bear a fourth of the total cost.

LATER.

Mr. Lloyd George's Insurance Bill has been read a first time.

Approval of its general principles is cordial and universal.

DEATH OF MR. W. MACBEAN.

The announcement made to-day of the death of Mr. William Macbean, the Singapore manager of the Union Insurance Society of Canton will be received with great regret by a host of friends. Mr. Macbean, who commenced his business career in London, came out to the East in 1881 as assistant treasurer and auditor-general in the Government of British North Borneo. Two years later he was acting Postmaster-General at Penang. In 1887 he became chief assistant and acting secretary of the Straits Insurance Co., Ltd., and the Straits Fire Insurance Co., Ltd., and five years later became the agent and local manager of these two Companies and the Commercial Union Insurance Co., Ltd., of Hongkong as well. He became the Singapore agent of the Union Insurance Society of Canton, Ltd., in 1897. Mr. Macbean was nearly 58 years of age. His death occurred in England.

HARBOUR MASTER'S INQUIRY.

At the Harbour Office yesterday the Harbour Master, Commander C. W. Beckwith, held an inquiry into the circumstances respecting a charge of negligence preferred against the master and engineer of waterboat No. 9 by Mr. Ellis.

The master of the waterboat said he went ashore at 6.30 p.m. to order oars, and returned aboard at 5 a.m. on the following day. He had no leave to stay ashore, but was waiting for the seal to arrive.

The engineer said he was overcome by sickness and went to his house. He knew the regulations about leaving his ship.

The Harbour Master said he intended to put a stop, if possible, to these irregular practices. He would suspend the certificates of the master and engineer for six months.

With these remarks the Council unanimously agreed, and the meeting adjourned.

SUPREME COURT.

Friday, May 6th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PRESIDENT).

A QUESTION OF PARTNERSHIP.

The Sang Fat and three other plaintiffs

brought action against the Cheung Du Hotel

and another to recover a

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

Paris, April 7th.

THE KING OF COOKS.

The erecting of a statue to one of France's most glorious sons, Brillat-Savarin, in his native town, Bully, in the South-East of France, has caused his countrymen and countrywomen to take a greater interest in the "King of Cooks" than they ever have done before. Beyond the fact that he was a famous cook, and that he so elevated the art of cookery in France so as to win for it universal golden opinion, he was practically forgotten until quite recently, when it was decided to erect a statue to him by way of perpetuating his memory. Such is the way of the world. It is, however, never too late to mend; the town of Bully is now mentioned on every side, it is quoted in all the newspapers—in a word, it has attained magic widespread importance. As everyone knows, there has been for some time past an outcry against the number of statues erected in Paris and other parts of France, no one begrudging Bully for having had the great good fortune of honouring a man who was neither a politician, a man of letters, nor an artist, who annoyed no one, who did not bore the public with his name nor with his works, who did not overwork himself, who ate the best he could procure, who lived and died a veritable "homme de honneur," or benefactor.

The author of the "Physiologie du Gout," Brillat-Savarin, although philosophic about most things, was not satisfied with his appearance; he was anything but a dandy. He is represented as of medium height, red-cheeked, with a low forehead, small nose, fleshy lips, and a rounded chin; others in tracing the portrait of the ideal gourmet—not gourmand—picture him as a tall and squinched-shouldered person of drum-major appearance. Strange to say, he had little affection for tall men, who, he said, were generally lacking in wit. Brillat-Savarin was never very particular about his clothes, and as he walked through the streets of Bully it might have been remarked that his shirt showed a tendency to climb up over his ears, whilst his roomy trousers floated over capacious shoes. He was a man of genius; not only was he a past master in the art of cookery, but he was equally familiar with astronomy, domestic medicine, physics, chemistry, the violin, singing, and composition, and was able to converse in six languages; he also was a law-advocate, and ultimately became Counsellor at the Court of Cassation. These various talents helped him to earn a living in America, when the misfortunes of his time obliged him to emigrate. He did well in New York, where he was a *personne au gré*; in New York as well as in Boston he gave lessons in languages and music. In the evening he held the position of first violin in one of the theatres of New York. He was a great favourite in society owing to his drawing-room talents and culinary genius. It is time grateful France recognised so interesting a personage.

A NOTABLE PICTURE.

This élite of Parisian Society is anxiously awaiting the opening of the Salon, or annual Picture Show, which this year is to be exceptionally brilliant. The chief attraction, or *clou*, will be the splendid equestrian portrait of King George V, painted by the well-known artist M. Georges Scott. The latter has gone over to London, at His Majesty's request, to put the finishing touches to his *tableau* on the spot at Buckingham Palace. King George—whom some say proposes to purchase the beautiful painting—is to be seen in the scarlet uniform and white plumes of a British field-marshall, riding *Kildare*, his favorite horse. He is wearing the collar and snuff of the Garter, and his breast is covered with other orders. In his hand he carries a marshal's baton. Behind him are his standard-bearer and Field-Marshals Lords Roberts and Kitchener (both while in Paris have visited the studio of M. Scott and congratulated him on his work). In the rear are the Black Watch, with the bugle-pipes leading and two squadrons; while in the background a mass of red uniforms stand out clearly against the grey hills. In the foreground, to the left and low down, are the rose, thistle, the leek, and the shamrock. M. Georges Scott, who, although a Frenchman, is of Scottish descent, is well-known in the art world. He was present at the funeral of King Edward VII, and the great review at Aldershot, as artist for *L'Illustration*. King George greatly admired the sketch made of him by M. Scott, so much so, that two months ago he received an invitation to Buckingham Palace to be presented to His Majesty, whom he was requested to undertake the historic picture which he is now finishing for *Le Salón*.

POLAR TOPICS.

Dr. Jean Charcot is a good person to interview on the race for the Pole question. The Doctor—whose brilliant work in Antarctic exploration has just gained for him the Royal Geographical Society's gold medal—hopes that the Poles will really be discovered this time. The horror of the Antarctic solitudes has to be faced in the interest of Science. The Scott expedition will be greatly disappointed on learning that it is not alone this time in attempting the formidable adventure. It is a mad race to the mystic point. Once the North Pole is discovered, the precious energies of explorers and expeditions will be directed in safer channels.

EUROPEAN AVIATION CIRCUIT.

Political significance is attached by some to the modifying by *Le Journal* the itinerary of its European Aviation Circuit, so that aviators will not go to Berlin. This change is much commented upon on both sides of the frontier, and has caused people to talk. Had the itinerary as originally proposed—Paris-Berlin-

London-Paris—been adhered to the aviators would have passed over several of the big German towns. By way of making the competition still more attractive and cosmopolitan a Berlin paper offered a prize to be added to those offered by *Le Journal* and other organizations. Suddenly and without warning the walls of Paris were covered with posters protesting against the visit to the Prussian capital. The question of the exclusion of Berlin caused a duel to be fought between a French and a German student. *Le Journal* has received no end of letters, &c., asking for explanations. In reply it states that—"We desire to accomplish work of concord between nations; we do not desire to accomplish a work of discord among Frenchmen." The new course will probably be Paris-Lübeck, Brussels-London, Paris.

INSTRUCTIVE NOMENCLATURE.

The Paris Municipal Council has hit upon an excellent way of instructing both children and their elders in history from street names. Some of the street corners bear the names of those famous in history, on iron plates on a blue ground with white letters, and it is proposed to deal with all thoroughfares in this way. Much can be learned from street names in Paris and elsewhere. Already a beginning has been made with places bearing the names of Saints. Thus to the name Rue Rivoti has been added the words—"French victory 1797." Avenue Victor Hugo now further reads—"French poet and novelist, 1802-85." After Rue Lincoln have been added—"famous President of the United States 1809-65."

NOMINAL CELEBRATIONS.

Preparations are well advanced in Normandy for the celebration next June of the thousandth anniversary of the founding of the Duchy.

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NEW BALZAC NOVEL.

The world of books is all the wealthier by a new unpublished novel from Balzac. The manuscript has just been published after having laid hidden for over 50 years. Balzac's works being no longer protected by copyright, the latest novel can be had for a mere song, or 50 centimes or 10 sous. The story is a curiously Balzacian one. A young officer of cavalry named de Praval meets a beautiful woman at the Opera ball in 1822. She is masked, and although he loves her deeply at first sight and his love is returned, he never sees her face. One day the young officer receives from the beautiful unknown a ring which conveys the message to him that he is the father of a daughter! The rest of the story is told in Balzac's infinite style. It is the history of Praval's fatherhood. How came the novel to be written? Under curious circumstance, Balzac was a great friend of the Duchesse de Duras, the niece of Talleyrand, and was a constant visitor at her house. Wishing to make her an unusual present, he wrote a novel which at first he called "Impudence and Happiness," changing the title later to "Love in a mask." The Duchesse had the manuscript beautifully bound, and it remained in her library. Later the present Due de Duras gave it as a gift to M. Lucien Auberlan, who has now allowed it to be published.

THE SHINE.

Parisians are naturally very angry at so little having been done so far to protect them from the future rising of the Seine. The floods of a year ago caused the Municipality to promise ample protection, and certainly a start was made; then the weather having improved, less activity was displayed. The idea of making Paris a seaport by the canalisation of the Seine from Rouen was enthusiastically received when again revived some months ago, particularly so as the project was declared to be a sure specific against future floods. So slow has been the progress of this idea that rival schemes are now under consideration. One from Dieppe to Paris, or rather to St. Denis on the Seine, a few miles north of Paris, is the one most in favour. These schemes seldom get beyond the discussion stage.

WEATHER REPORT.

On the 5th at 12.05 p.m.—The barometer has fallen considerably over S.E. Japan, the depression lying over the Yellow Sea yesterday having reached that area.

Pressure has increased over China, particularly in the North. A slight increase has taken place also at the stations bordering the China Sea.

Areas of high pressure are lying over N. China and over the Pacific to the East of the Bonins. Moderate to fresh E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood...(*)

Formosa Channel	... (NE. winds, freshening.)
South coast of China between Hongkong and Lamock.	Samo as No. 1.
Hongkong and Hainan.	Same as No. 1.

 * N. winds, freshening; due to cloudy and misty.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 5th May state:—

There has been less enquiry for local stocks during the past week, but rates generally show no material change and close steady. "Rubbers" have attracted little or no attention during the interval, and close practically without feature. The price of Fine Hard Para after advancing to 5/5d per lb has needed to 5/2 (to-day) a wired quotation from London), the market closing quiet. The open market rate of discount is again easier at 2½ per cent, but there is no change in the Bank of England rate, which remains at 3 per cent. Bar Silver closes steady at 24/-d, and T. T. rate on London at 1/9s. Shanghai T. T. is unchanged at 74/-.

PARKS—Hongkong and Shunghai have ruled quiet with small sales and probable sellers at \$900. The London rate has advanced to \$88 10/-.

Nationals have sold and have further buyers at \$80.

MARINE INSURANCES.—Unions have been looked at \$815, and close with probable buyers at \$900. The London rate has advanced to \$88 10/-.

SHIPPING.—Hongkong, Canton and Macao have strengthened, and after small sales at \$29 close with no shares procurable at the rate.

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Hongkong, 5th May, 1911. [655]

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CAUTION.

WHEN Submarines are taking in patrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head, also a Red Flag will be placed on the Buoy to N. W. W. of such pier.

No Ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buoy when flying Red Flags.

C. W. BLACKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 23rd April, 1911. [657]

G. S. R.

CAUTION.

AS Submarines will be constantly exercised in the vicinity of this Port and in view of the difficulty that passing vessels have in observing these boats, a large Square Red Flag will be displayed from the vessel in company with the Submarines (usually a Destroyer or Gunboat) and this flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a berth of at least one mile. When however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look-out kept for Submarines, until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BLACKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 28th April, 1911. [658]

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Hongkong, 25th March, 1911. [652]

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Hongkong, 27th April, 1911. [645]

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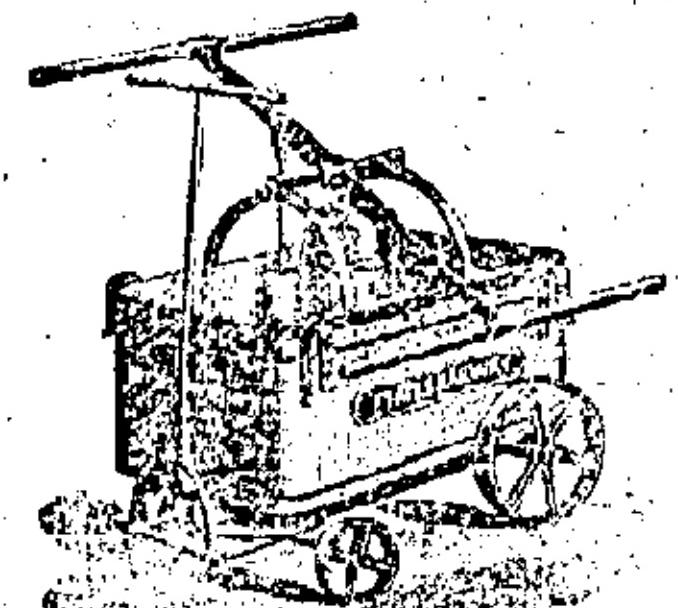
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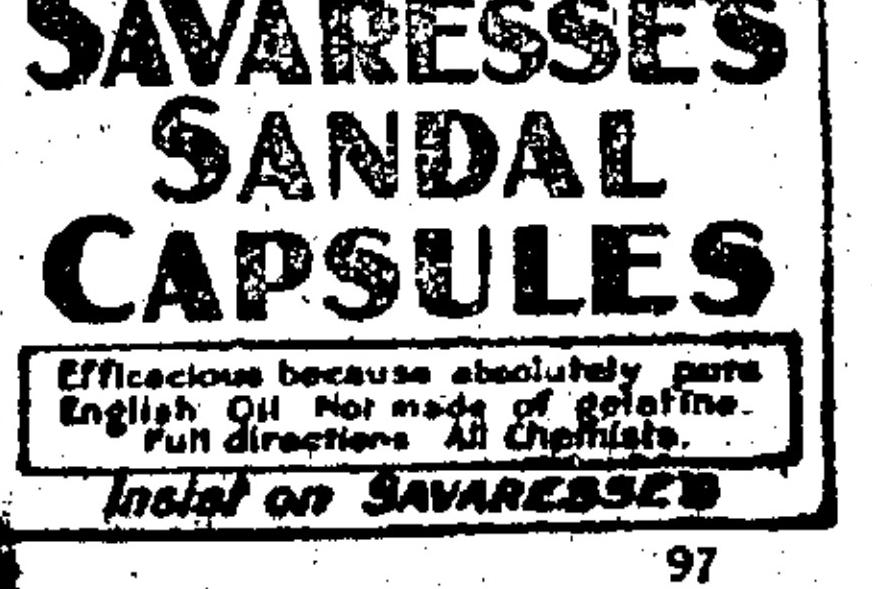
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Calcutta, April 19th.

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DEATH OF A PROMINENT BOMBAY MERCHANT.

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SIR G. ARBUTHNOT'S BANKRUPTCY DISCHARGE.

Madras, April 19th.

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TRADE IN THE PLUM PUDDINGS.

In a report to headquarters Mr. John M. Carson, a United States Government Commercial Agent, says that the roast beef of Old England has become the roast beef of America, North and South, so far as concerns the raw product, but English plum pudding remains a distinctly English product and promises to become of sufficient importance in the foreign trade of the kingdom as to be specifically named in official reports. The extent and magnitude of the trade may be inferred from figures furnished by one of the several large manufacturers. In order to be prepared to meet the demand for their product, manufacturers begin active operations as the new crops of raisins, currants, and other required fruits appear in September. All the constituents of plum pudding, which do not include plums, are prepared and manipulated by elaborate and expensive machinery. Currents are washed and stems removed, raisins are stoned, nuts are shelled and ground, oranges and lemons are peeled, the peel candied and cut up, eggs are beaten, and all other ingredients prepared by machinery. The manufacturing firm alluded to, in order to supply their trade this season, used the following materials and quantities (in pounds). Currants, 145,800; sugar, 101,250; peel, 72,360; suet, 72,350; bread crumbs, 72,360; flour, 54,000; raisins, 48,330; sultanas, 48,330; China ginger, 3,510; spices, 1,440; almonds, 400; milk (gallons), 948; rum (gallons), 948. Exclusive of milk and rum, the ingredients enumerated aggregate 620,140 pounds used by a single manufacturer in supplying plum puddings to meet the demands of the Christmas season of 1910, the number of puddings furnished aggregating 250,000. There are three or four other London manufacturers, each of whom outputs equals that described, and there are quite a large number of smaller establishments in which plum puddings were supplied for home and foreign consumption. The pudding is put up in packages weighing on to four pounds each, and securely packed to insure preservation and safe transportation. Properly prepared and packed, the plum pudding of England, with ordinary care on the part of the housewife, will retain its virtues for a year or more.

EXPLORATION IN PALESTINE.

In the forty-fifth annual report of the Palestine Exploration Fund, to be presented to the yearly meeting on June 16, the following passages occur: "It will be remembered that in our last annual report, it was mentioned that the committee had applied to the Porte at the end of the year for a new Iraide for the excavation of a site which had been favourably reported on, after inspection by Mr. Macalister. This site was 'Ain es-Sheems, believed to be that of Beth-Shesem; and as there seemed to be every prospect of the permit being soon granted, it was decided that Dr. Duncan Mackenzie, who had been selected to direct the work, should proceed to Palestine in March, and make such preliminary arrangements as were necessary. This he did, and then passed over to Crate to complete his engagement with Dr. Arthur Evans. He returned to Jerusalem in July, in expectation of being able to start work, but in this he was disappointed, some unexpected difficulties having cropped up. He, therefore, paid a visit to the very interesting excavations being conducted by Dr. Reisner and his party for Harvard University at Samaria, where he was very kindly received and shown all the details of their important discoveries. Later, he visited some of the old sites of Moab, passing eventually to Petra, where he and Mr. Newton, who accompanied him, took some careful notes and measurements. They returned to Jerusalem just before Christmas, having escaped, by a few days only, the serious outbreak and massacre by the Bedouins which occurred in December in the region through which they had passed. The difficulties as to beginning work at 'Ain es-Sheems had not yet been overcome, and the rainy season, during which excavations are impossible, had set in." Owing to cause impossible to anticipate Dr. Mackenzie has not up to the present month been able to report any progress in the work of excavation, but he is hopeful of making in the end interesting discoveries. After speaking of contributions to the society's Quarterly Statement, the report says: "The publication of the large 'Memoir of Gezer' has been delayed beyond the committee's expectation. Mr. R. A. S. Macalister's appointment as Professor in the new University of Dublin has made calls upon his time and energies which were not foreseen, and have rendered the editing of a work so full of detail a very serious labour. But the second volume nears completion, and the very numerous plates and illustrations are prepared. It will prove a valuable contribution to archaeology."

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INDIAN NEWS.

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UEA, THE GEISHA QUEEN,
OR
THE PLAY-GROUND OF PASSION.

By CHARLES J. H. HALCOMBE.
(Author of "The Mystic Flower Land,"
"Children of Far Cathay," etc.)

CHAPTER XVIII.
PASSING THE PORTALS.

On reaching the yacht, Merton found that the gangway ladder had been lowered, and Captain Splice was standing at the head of it ready to receive them.

"Have you been successful?" he asked, leaning eagerly forward and peering down into the darkness, for no light shone on deck and the night was blacker than ever.

"All's well," answered Merton, raising Uea in his arms, and carrying her up the ladder, preceded by Kaisha, who spoke a few serious words to the skipper. The latter at once stepped forward and stretched out a helping hand.

"I am right glad to see you, my dear young lady," he said, speaking in a cheerful fatherly manner and looking anxiously into her pale withered face upon which fell a faint light from the lamp in the saloon.

She smiled gratefully and extended her hand. Without speaking again, yet with a world of feeling in his rugged face, he bent down and gently kissed her sunken fingers.

Merton noticed his look of sad solicitude, and turning his head to hide a choking sob of emotion, carried her into one of the staterooms, and laid her upon a soft lounge which had been fitted with rolling boards and which was broader and more comfortable than an ordinary bunk. Then he made her drink a little brandy and milk, and this a somewhat revived her.

"My brave dear!" she murmured faintly, putting her arms round his neck and pressing her tear-stained face against his as he stooped down to kiss her.

"I must go now, dear," he said, trying to appear cheerful, though his heart was full of fear for her; "but I shall look in again soon. We must get the vessel out of this place as quickly as possible."

Kaisha was waiting outside, so leaving him to attend to her Merton reluctantly left the cabin and hurried on deck.

"The skipper came forward and gripping his hand shook it warmly.

"Well done, Mr. Merton," he exclaimed with fervent sympathy, "keep up a good heart; she has suffered greatly, but she is with you."

"Thank God for that!" ejaculated Merton in a broken voice, turning away to hide his feelings.

The kedge anchor was quietly jumpled on board and the vessel brought round on the starboard tack. Then she commenced her most perilous passage, having to beat out of the harbour. Luckily all the shipping had anchor-lights hoisted on the fore stay and, in spite of the darkness, these were plainly visible and served as a guide.

The first tack took the yacht across the harbour to the east-north-east, and the second out to the west-south-west; and then in order to reach the channel, they had to make a long easterly tack, after which the most dangerous part of the undertaking commenced.

The water was comparatively smooth, but the wind blew with terrific violence, making it extremely hazardous to carry any sail beyond a small fore-topsail and to carry main-topsail; and even with this reduced canvas the vessel lay over to such an angle that it was difficult to traverse her decks. Nevertheless perfect silence prevailed fore and aft and every man stood at his post, not knowing what his services might be required or what might happen the next moment.

It was, indeed, a trying time for everyone aboard this adventurous little craft as she dashed onward through the darkness and among unknown dangers.

Merton and the skipper stood together clinging to the weather rail, with their night-glasses glued to their straining eyes.

One o'clock had just struck when they "bouted ship," for the third time, putting the *Far Cathay* on the port tack.

"I guess it will be a close touch this time," observed the skipper, pulling his beard in some perplexity, "for we shall have to make a straight line through the whole armada or fetch to leeward of the channel."

He now ordered the mate to have men ready to cut the gaskets of the main gaff-topsail, in case it became necessary to set the sail, and to see the staysails clear for hoisting.

The mate hurried away, and the skipper moved farther astern and stood near the binnacles in readiness to direct the helmsman; for the yacht was fast hearing the Russian fleet, whose lights could be seen distinctly right ahead and on the port bow.

"Do you think we can get through them?" asked Merton, walking aft to the skipper.

"Well, I think so," he answered, darting his keen-eyes everywhere. "I reckon we shall just pass astern of four of those hornets and across the bows of the fifth."

The *Far Cathay* went surging along through the gloom, her sharp bows cutting their way so cleanly that only a silvery-sounding rush of water could be heard, and a weird whining of wind in her shrouts as she flew past the stern of a large Russian battleship and approached the bows of a gunboat whose anchor-light already threw a bright gleam across the intervening water and up her rocking hull.

"Look!" whispered Merton, pointing to the vessel, "she has steam up!"

"Yes, and look at that cursed sentry!" responded his companion, nodding his head in the direction of a man who was standing on the gunboat's forecastle-head.

"Starboard a little!" he added to the helmsman, as the yacht dashed across the bows of the warship.

The sentry on board of her shouted some command in Russian, but, receiving no reply, fired his rifle and commenced yelling at the top of his voice. In a moment the tramp of foot was heard, accompanied by the rattle of a drum; but curiously to the blackness sped the phantom-like youth, her crew standing motionless at quarters. Then a rocket soared heavenward with a loud hissing sound, lighting up the surrounding scene.

"Cut loose and set the main gaff-topsail and shake the reefs out of the mainsail!" thundered the skipper, jumping to the main topmast-stay and hauled, and with Merton hoisted the sail, which flapped furiously until the sheet had been tightened and belayed.

Up went the gaff-topsail and inner jib, and the *Far Cathay* ploughed ahead at fully twelve knots an hour, lurching over to starboard until her lee rail scooped up the water.

Suddenly a shaft of dazzling light swept round the harbour from Golden Hill fort until it rested full upon the yacht.

"Water buckets ready!" cried Mr. McLoorie, as a shell screamed overhead, immediately followed by a deep echoing boom.

"We are near the channel!" remarked the skipper as they sped past a shore light, "but we must go round again to fetch through."

"Good heavens!" exclaimed Merton in long-drawn accents as two shore batteries opened fire upon them, pattering the darkness with dashing tongues of flame, while red sulphurous clouds drifted through the murky atmosphere.

In another minute the air was filled with hideous whistling and screaming, and the adjacent waters were shaken with loud explosion as shot and shell hurtled about their heads and splashed on every side. A shell tore through the starboard gig and burst just astern, and another struck the water on the starboard bow and ricocheted over the forward deck, tearing through the bulwarks and passing out through the port quarter.

"Hands' boat ship!" cried the skipper, impatiently stamping up and down the after dock. "Hard down the helm!"

Round went the yacht and again gathered way on the port tack. She was now well in the channel and under the full glare of the powerful searchlights of Golden Hill and Wei Yuen forts; but she appeared to bear a charmed existence, for she durst through regular downpour of metal. The fact of the matter was that she was travelling at such a high speed that the inexperienced gunners at the forts had no time to get a steady aim at her.

Suddenly Merton saw the Russian gunboat which had given the first alarm coming up at full speed; and as she rounded the bluff of land at West Point a shot from her seven-inch broadside passed clean through the between decks, shattering one of the berths but doing no other damage.

The yacht was now heading for the mouth of the channel and was leaning over under a dangerously heavy spread of canvas, the reefs of her foresail having also been shaken out.

"We may yet show her our storm," said the skipper, as a signal struck the little vessel, causing her to literally fly through the water.

He and Merton were looking astern towards the pursuing warship, from whose funnel fire and sparks were issuing in a great cloud, when there was a rumbling sound followed by a terrific shock. The yacht seemed to stagger and tremble violently.

Looking ahead, they saw a mighty eruption of water, like an immense geyser, and the vessel reared her bows and with a stupendous effort plunged over a gigantic wave and down into a very hell of seething waters which broke over her from stem to stern and covered her decks with foam.

"Stand your helm!" thundered the skipper, jumping to the wheel as one of the men let go of it and clung to the tiller.

There was a roaring rushing sound and the *Far Cathay* seemed to be leaping and bounding through tumbling arches of water, and every soul on board held on for dear life.

"Well, well," gasped the skipper when he was able to breathe and see through him, "I guess if they had exploded that mine a second later we should have gone to the bottom in pieces! We must have been travelling like a sky-rocket to have got through it and fortunately we are light."

"Look, sir," cried Mr. McLoorie, pointing astern, "the gunboat is ashore!"

His words were true. The Russian vessel had evidently been thrown ashore by the great wave caused by the displacement of the water and had run around upon the eastern shore. Suddenly, however, she was lost to view as a searchlight shot its beams behind them.

Merton was just leaving the deck to visit Uea, when he heard a loud rending crash and a heavy thud behind him. Turning round sharply, he saw the skipper lying among some wreckage near the wheel. A long length of the teak-wood rail had been shattered by a projectile of some sort.

Springing forward he knelt beside him, while one of the helmsmen took a lamp out of the binnacle and held the light over them. At a glance Merton saw that this gallant old friend was quite dead, for a long gaping wound extending from the heart almost to the shoulder, had been torn through his body.

Motioning the man with the lamp back to his post, Merton rose to his feet and calling the mate helped him to carry the body to the side of the deck, where it was covered with a tarpaulin.

"Mr. McLoorie," he said sadly, when they had met this "our dear friend has now gone; you will take command in his place. Let the second mate see that the body is made ready for burial at eight o'clock in the morning watch."

"And you will take me home, dear wife," he whispered, "home to that quiet island, and lay me beside my father in the shrine where you and I watched and prayed and plighted our troth. And some day, dear, you will come and bid me to rest beside me and our spirits will meet in the other world of peace and sunshine where my father awaits me and where I shall await you."

"Do not be sad, dear," she added in a whisper that was full of tenderness. "God always works out our salvation by sacrifice. Perhaps someone whom we greatly cherish is taken from us and transferred to another happier state or sphere of usefulness beyond the limited horizon of our sight and the seeming less brings us nearer to Him—nearer to the foot of His throne. That world of which I speak very—only across the way."

She looked beyond him steadfastly, and over her pale, drawn face there flickered the light of a blissful smile. "Only across the way," she breathed. "Yes, only across the—"

Her voice now faltered and her breathing seemed fainter; yet she smiled wistfully and nestled closer to him as he arranged her pillows and slipped his arm around her slim wasted form.

"And you will take me home, dear wife," he whispered, "home to that quiet island, and lay me beside my father in the shrine where you and I watched and prayed and plighted our troth. And some day, dear, you will come and bid me to rest beside me and our spirits will meet in the other world of peace and sunshine where my father awaits me and where I shall await you."

This I attribute to the strength these pills have given her.

All the difference between miserable weakness and joyous redundant strength—that is what a short course of Dr. Williams' Pink Pills for Pale People has meant to many thousands of nervous, feeble, always ailing men and women.

Her voice died away in the rapture of repose; her deep lashes closed languidly over her eyes, and she did not speak again. Merton felt a gentle pressure of her hand and a slight tremor. That was all; and he knelt in silence and his tears fell upon the pulseless hand which still rested confidingly in his.

Uea was "dead"! she had laid down the burden of her young life and had passed onward with the calm and fearless composure of "unshaking faith—with the sure yet reverent step of an angel crossing the threshold of Heaven—knowing most assuredly that she was but traversing a narrow way which separated the Valley of the Shadow from the World of Light.

How long Merton knelt there beside her, he could not know, for his mind was quite numbed with grief. But at length he was called to his senses by the sound of eight bolts being struck overhead, and someone came to the saloon door and called him. As he rose to his feet, he saw that Kaisha had stolen into the cabin and was kneeling at Uea's feet.

Without disturbing the mourner, he tenderly crossed Uea's hands upon her breast and bending down kissed her forehead. Then he quietly crept out of the cabin and went on deck.

Dawn had already dawned; the gale had abated, and the sun was shining brilliantly. The *Far Cathay* was now in the midst of the Japanese squadron, and the land was some miles distant.

The men were all on deck and were dressed in their sea-shore clothes, and Mr. McLoorie and the mate were standing together on the quarter-deck conversing with a Japanese naval officer who now came forward and courteously exchanged greetings with him.

"Your chief officer," he then said, "has been telling me about your daring entry into Port Arthur. You have had a most miraculous escape. But may I ask the name of the Japanese lady whom you succeeded in rescuing?"

"Her name was U-e-na-san," replied Merton. "She has just passed away."

"Uena, the girl?"

"Dear me, dear me! I am very sorry," said the officer with grave sympathy. "She was a good and beautiful girl and was beloved by all who knew her. I heard just before leaving Yokohama that she was engaged to an Englishman."

Seeing that Merton was much agitated, the officer now took his departure. Soon afterwards a signal went up from the flagship and immediately the whole squadron had hasted their engines. Then Merton gave instructions for the captain's burial to take place.

The large bell on the forecastle commenced tolling, and four of the oldest seamen bore their skipper's shrouded body to the quarter-deck and rested the bier upon the lower ledge of an open port, the iron jack being used as pall. Then the men gathered round the port and stood with their heads bowed and uncovered while Merton, in a voice which quivered with motion, read the solemn service for the dead. Several among the crew had sailed with Captain Splice in

"Davelle?"

"Yes, he and another man."

"Has that watch been very cruel to you?"

"Do not ask me, dear," she answered pleadingly, a sudden catch of the breath causing her to nervously lift her disengaged hand to her throat. "We will not lament our fate nor waste the precious moments in idle remembrance. All is well with me, now, do you know that you are with me; and, as I am, I would not be otherwise than where I am—upon the threshold of a brighter, better world where we may wander safely at our will and watch without werying the way which leads out of the valley and across the mountain up which we love to walk."

"For we who go before may retrac our steps a little way to guide a loved one through the mists which hover on the mountain."

She spoke slowly and languidly as though her thoughts came from supercious depths and the intensity of her feelings was only manifested in changing expressions of the face and impulsive pressures of the hand.

"My love, my love," he said in a low broken voice, "God's will be done, but you and I have been greatly tried and greatly wronged."

He hid his face upon her shoulder and his frame was "shaken by a convulsive sob; and for some moments neither of them spoke, though she laid her hand caressingly upon his head and drew it closer to her.

She at length raised herself a little, and, while struggling to overcome her emotion, seemed to gather strength for a supreme effort.

"Do not grieve, dear," she said, then entreated in tones of sweet commiseration; "I shall ever be near you and I want you to be brave and good and charitable, and to regard this transitory life as a preparation for a higher and nobler one in which your loftiest ideals and aspirations will be realized and where grander ones than any which you could possibly conceive now will be formed for fruition in a still higher and more advanced state of existence. And be confident, my love, that our destinies are so interlinked that we shall never be separated for any great length of time, and that our spiritual progress can only be accomplished by the close union or re-embodiment of our kindred souls which are in reality one—one eternally."

She again sank back upon her pillow, and a happy smile lighted the sweet-sanity of her face.

Having regained his composure, he now raised his head and leaned closer to her.

"Can I do anything for you, my love?" he asked eagerly though with quiet resignation.

"Is there any wish that I can carry out?"

"No, dear," she responded slowly, "but I should like to shake hands with dear old Captain Splice and thank him for all his kindness."

Merton hesitated and nervously toyed with her hair; for he did not wish to darken her last moments by telling her the truth about their faithful old friend.

"I am sorry, dear," he replied equivocally, "but I am afraid he cannot be spared. The vessel is not yet out of danger."

"Then will you give him my kindest thoughts and thank him for me?"

He bowed present, pressing her hand reassuringly.

"The doctor diagnosed her case as one of general weakness and Indigestion due to poverty of blood. For a long time she faithfully persevered with his treatment, both a regards medicine and diet, but became no better, palpitation of the heart and breathlessness upon exertion gradually to fall away."

"The remembrance of a carpenter at the mill having been restored to health by Dr. Williams' Pink Pills for Pale People after suffering seven years from NEURASTHENIA."

was what decided me to subject my wife to a course of this famous medicine," continued Dr. Harrison. "I obtained a supply of Dr. Williams' Pink Pills, and was pleased to see how soon, and how much, she benefited by their use. After only a little while the headaches which had made her life so miserable disappeared, she got quite an appetite, and was able to take substantial food without nausea or pain. Her sleep, which before had been unsatisfactory, became sound and peaceful, and her general appearance improved until she looked quite the picture of health.

"Since her cure by Dr. Williams' Pink Pills another child has been born to us, and this is the first of our babies that my wife has been able

To FEED NATURALLY.

This I attribute to the strength these pills have given her.

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University of Pennsylvania, U.S.A.,
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Hongkong, 27th January, 1910. [403]

SIEU TING
SURGEON DENTIST,
NO. 10, DAGUILLAR STREET

TERMS VERY MODERATE
Consultation Free.
Hongkong, 1st September, 1905. [478]

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SHOTS. From No. 10 to SSSG. at \$6.87 and
\$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety...
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WM. SCHMIDT & CO.,
Hongkong, 26th October, 1906. [608]

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19, QUEEN'S ROAD CENTRAL.

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in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [609]



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(MITSU BISHI CO.)
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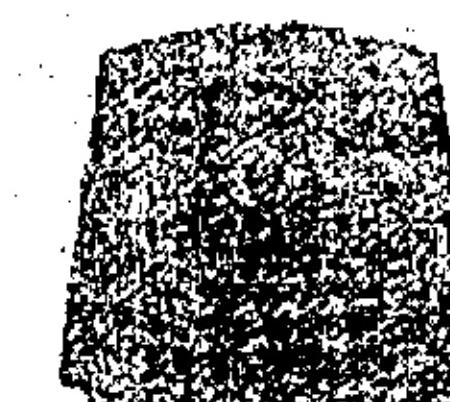
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For Particulars, apply to

Y. SHIBUYA,
Manager,
No. 2, Fetter Street, Hongkong,
Hongkong, 29th April, 1911. [636]

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[555]

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A remarkably strong, often a few days only.
Cures all children's diseases, especially infections.

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CURES TO STAY CURED.

NOTICES TO CONSIGNEES

"INDRA" LINE LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 6th inst., at NOON, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 6th inst., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 1st May, 1911. [661]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PHILIP SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 6th inst., at 9.30 A.M.

All Claims must reach us before the 10th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents:
Hongkong, 1st May, 1911. [5]

FROM EUROPE.

THE HANSA Steamship

"FREIENFELS,"

Captain Diedrichsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Dana" from Stettin.
Ex.s.s. "Germania" from Göteborg.
Ex.s.s. "Meagan" from Sesual.
Ex.s.s. "Hamburg" from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd May, 1911. [667]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd May, 1911. [5]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All Claims must reach us before the 14th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents:
Hongkong, 3rd May, 1911. [5]

MEN OF WAR ON THE CHINA
AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p. Comdr. A. Lowndes, Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddie, Shanghai.

Atlas, admiralty tng, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Hongkong.

Brionton, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. J. M. Barker, Hongkong.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d. Comdr. H. L. Lines, Shanghai.

Cherry, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Shanghai.

Goliath, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Shanghai.

Handy, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt. Comdr. M. B. Blackwood, Hongkong.

Kent, armoured cruiser, 9,600 tons, 14 guns, 22,000 i.h.p., Capt. S. St. J. Farquhar, ordnance.

Kinshi, river gunboat, 815 tons, 6 guns, 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtsze.

Merlin, surveying ship, 1,070 tons, 5 guns, 1,400 i.h.p. Comdr. B. O. Davy, Hongkong.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Shanghai.

Mountbatten, armoured cruiser, 9,600 tons, 14 guns, 22,000 i.h.p., Captain L. E. Power, M.V.O.

Mountaineer, gunboat, 85 tons, 2 guns, 500 i.h.p., Lieut. Comdr. Claude Hillerden-Woodward, R.N., Yangtsze.

Nightingale, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. George F. E. Hunt, D.S.O., en route to Weihaiwei.

Otter, torpedo-boat destroyer, 355 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Sanjipei, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtsze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Vulture, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Shanghai.

Waterlily, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 i.h.p., Lieut.-Comdr. G. B. Hartford, Shanghai.

Zulu, gunboat, 195 tons, 2 guns, 800 i.h.p., Lt.-Comdr. M. B. Baillie-Hamilton, Shanghai.

Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Bölkow.

Schwarzenberg, armoured cruiser (flagship), 11,420 tons, 52 guns, 26,900 i.h.p., Kapitän Zur See Massen.

Taku, destroyer, 230 tons, 4 guns, 2 torpedo tubes, 5,600 i.h.p. Kommandant Kolbe (Hans) Bortram.

Torpedo boat "Sgo," Kapitän Leut. Hayden Tiger, gunboat, 90 tons, 10 guns

REVIEWS.

Father Anthony. By ROBERT BUCHANAN. London: John Long.

This is the first of a series of sixpenny cloth novels published by Mr. Long, and, as the notice says, there is "nothing like them on the market." They ought certainly to sell in tens of thousands. The story selected for the inauguration of the series is strongly written. It is a tale of Irish life, and the scenes and characters are well drawn, while the movement is brisk. A murder mystery has to be solved, and at one time the innocent man charged with the crime is likely to be convicted simply because his brother, a priest to whom the real murderer has made confession, decides that he cannot break his religious vows and tell what he knows. Fortunately the murderer does, but confesses his crime publicly before he dies, and all ends well.

Nina. By ROSALINE MASSON. London: Macmillan & Co.

There is a mid-Victorian flavour about this charming love story. By mid-Victorian we do not mean the oldness which present-day readers sometimes associate with that period, but rather the conscientiousness we of an older age are inclined to associate with the mid-Victorian writers, when more attention was paid to the reasonableness of a plot and the execution of the work than is the custom nowadays. Without prolixity, without a superfluous word to hinder the development of the story she has to tell, the creator of "Nina" has a well-defined scheme from start to finish. There is not one but several well-drawn characters with whom the reader grows up and grows old. The literary touch is strong and certain. There is no soft-mouthing, but passages are numerous which, like some of the best things in "Adam Bede," can be taken from their context and applied to the everyday life of peer or peasant, merchant or mariner. Opening in a small Scottish burgh, which might be identified with any of the hundred small towns in the vicinity of Edinburgh or Glasgow, the scene soon changes to England in the neighbourhood of a Cathedral town, and glimpses are given of Paris, of student life in Vienna and of society functions in London. But the closing scenes are witnessed in Bogburn, and the final pages are dominated by the finely-drawn Highland servitor, whose eccentricities give humour to the story and reveal a type that, we fear, belongs to a bygone age. "Nina" is, of course, the central figure. Her mother was a French singer, who died at Nina's birth in the house of the village doctor. Nina's identity is discovered by an English Dean visiting the neighbouring castle, and it is under his guidance that she grows up and is educated, while still in the keeping of the doctor's spinster daughter. Very carefully is the secret of Nina's birth kept from her, but, like most secrets, it leaks out, and comes to her knowledge just when love has brought the fairy prince into her life. How she acts upon love's prompting, how Jack Thirlmere follows and wins her, how the mystery of her birth is cleared up and her mother's honour vindicated by her father—these details, should be learned at first hand from the pages of one of the most delightful stories it has been our pleasure to read for many a day.

Thought and Fact for To-day. By CLAY MACCAULEY. A.M. Hongkong: Messrs. Kelly & Walsh.

This is a book which should be read by all intelligent citizens. In it are three well-considered discussions of questions occupying the public mind at the present time, and through the conclusions of the writer may not generally be accepted they will be found helpful in assisting readers to definite opinions on the subjects under discussion. The first is entitled "The Social Problem: a study." The social problem, he states, is the attainment of the desire shared individually and collectively for happiness and prosperity. He recognises that most people seeking to work out their material salvation in several ways, but the most important of the methods advocated is that which comes under the generic name of Socialism. With his contention that revolutionary Socialism would defeat its own end, the same Socialists must agree. Socialism, which is the produce of evolution, is the only possible method, but that happy time is afar off, and how are these visionaries to be made to realise that they should undertake work which is at hand? He pleads for a better understanding between parties, and he advocates a working arrangement whereby capital and labour shall be made to realise that their interests are not antagonistic but mutual. He suggests the formation of an Economic Association which should aim at combination between labourers and capitalists. The profit-sharing concerns are cited as steps in this direction, and he suggests that the development of Society ought to proceed on such lines. His comment that were Socialism endowed with religious enthusiasm it might be achieved quickly, is striking; but in the absence of such a force its growth must be gradual and on evolutionary lines. At any rate whether Socialism be inevitable or otherwise—and Herbert Spencer though opposed to it recognised that it was inevitable—the writer saw enough cause to be satisfied with the progress of the world.

This idea is even more pronounced in the second paper, which is entitled "Signs of Peace for the World." He points to the change which has taken place during the past century in reducing the possibilities of war, and refers in hopeful terms to the promise contained in the arbitration treaties and international understandings or arrangements designed to control the actions of belligerents. He anticipates a Supreme Court of the World which shall arbitrate between nations, a consummation devoutly to be desired from a genuine love of peace as from a desire to be relieved of the burden of armaments.

The third essay is entitled "The Ignorance of War." This is a logical sequence to the preceding paper and seeks to controvert the idea that human progress has resulted from conflict. Strife has certainly been one of the factors in man's development, but the writer points very aptly that man was also a schemer, and his self-interest, which was the primal instinct, would also tell him and his fellows that they could on occasions gain that end by compromise, in other words, by regulating their lives so that they could live together. His conclusion is that the advocates of peace are working in the ways of historic evolution, an opinion which will be largely endorsed.

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MELVILLE, GLYN & CO., Bankers,
3, Rue de la Bourse, Paris (France).

THE BURMO-CHINESE FRONTIER.

Mr. E. C. Young, F.R.C.S., writes to the *Pioneer*, during Tientsin, N. China, March 6—

In view of the movement of British troops on the Yunnan frontier, it may be of interest to give some description of the locality in which they are reported to be operating. Apparently a force has advanced from Upper Burma via the Irrawaddy, and has occupied the village of Hsipi-Mayu, or Plei-mu, on the western slopes of the Salween-Irrawaddy watershed. This village, which I visited when travelling from Tongking to India in 1906, is one of the recognised stages on a little-used and somewhat round-about route leading from Yunnan through to Teng-yueh-ling or Momein in the Burmese frontier, and lies at the head of a valley through which a small river called the Ngaw-chang-ka flows on its way to join the Nmai-Hka. This part of the basin of the Nmai-Hka is a mountainous and little-known district which stretches northwards to the frontiers of Tibet, and it was first explored and mapped by Lieutenant Pottinger, R.A., in 1897. His party (which included another officer and a handful of Gurkhas) was, however, attacked by the natives, and the explorers only escaped with their lives by a retirement in which they lost most of their effects. Subsequently this region was visited more than once by the late Mr. Litton, of the Consular Service, who was appointed to delineate the frontier in that locality; but the lawlessness of the inhabitants and the difficulty of travelling in such a mountainous and forest-clad country have hitherto prevented any appreciable advance of civilisation in this direction.

The Chittha Launch "Dus ring" will call on ships carrying white or w's to bring friends and to the service between 9:15 and 10:30 a.m., 5 p.m. (6 p.m. "evening afterwards"). The "Answer ring" Penang" in the Call flag. All the sailing are a few days and unpriced. Visitor Sunday School 10 to 10:45 p.m.

A SAFE REMEDY FOR ALL

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impurity of the blood, from whatever cause arising, take a few drops of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation and is to-day more popular than ever, therefore of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising.

SCROFULA, RAB LEGS, SCURVY, ECZEMA, SPOTS, POISON, ULCERS, SKIN AND BLOOD DISEASES.

It is a safe and Permanent Remedy.

It is the only real specific for Gout and Rheumatic Disease, for it removes the cause from the Blood and Bone.

NOTE.—This mixture is pleasant to the taste and warms the body from something, from infancy to old age, and the Proprietors will affix to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

MADE MANY THINGS WITHOUT BENEFIT.

UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 28 Bridge Street, Liverpool.

writes—Just in time in favour of "Clarke's Blood Mixture" I had a case, for seven months, and tried many things without benefit until I took your remedy.

After the eighth bottle I was quite well again.

Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 31, 1903.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

[58]

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., SEATTLE & PORTLAND (Or)

VIA SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
• SUVERIC	6,232	F. S. Cowley	6th May.
KUMERIC	6,212	G. B. McGill	30th May.
LUERIC	6,400	J. Mathie	30th June.

* Not Calling at Shanghai.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, Ltd., carry cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient indemnity offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Orario" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage, apply to—

TELEPHONE No. 780.

THE BANK LINE, LIMITED,

KING'S BUILDING, PRAYA CENTRAL.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

16th May.

S.S. ELLERIC

12th June.

For rates and further information, apply to—

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

AMERICAN & MANCHURIAN LINE.

REGULAR SERVICE TO BOSTON AND NEW YORK.

(via SUEZ CANAL).

For Freight and further information, apply to—

THE BANK LINE, LIMITED,

AGENTS,

AMERICAN & MANCHURIAN LINE.

173

Telephone No. 780.

Hongkong, 1st May, 1911.

THE SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA AND KOBE "CANTON" On 16th May.

COPENHAGEN AND BALTIMORE PORTS "PEKING" About begin. of June

For Freight and Further Particulars, apply to

THE SWEDISH EAST ASIATIC CO., LTD.

YORK BUILDINGS, TOP FLOOR.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Persia* from San Francisco sailed from Yokohama on the 1st inst. on route to Hongkong, and is due to arrive at Hongkong on the 10th inst.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 18th ult. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th inst.

The T.K.K. str. *Nippon Maru*, with U.S. mails, sailed from San Francisco for Hongkong on the 26th ult., is expected here on the 23rd inst.

The P. M. S. S. Co. str. *Siberia* sailed from San Francisco on the 3rd inst. for Hongkong, via Manila, on the 3rd inst., at 7 p.m., for this port.

The K. & A. str. *St. Albans* from Sydney, &c., left Manila on the 3rd inst., at 7 p.m., for this port.

The N.Y.K. str. *Yukata Maru* (Australian Line) left Thursday Island for this port via Manilla on the 27th ult., and is expected here on the 8th instant.

The P. M. S. S. Co. str. *St. Albans* from Sydney, &c., left Manila on the 3rd inst., at 7 p.m., for this port.

The T. & G. str. *Leviathan* from Sydney, &c., left Manilla on the 27th ult., and is expected here on the 8th instant.

The T. & G. str. *Leviathan* from Sydney, &c

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	PESHAWUR	About 7th May	Freight only.
and YOKOHAMA	Capt. E. W. Bruce		
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Neon, 13th May	See Special of Call.
	Capt. E. P. Martin, R.M.R.		Advertisement.
LONDON and ANTWERP	SICILIA	About 17th May	Freight and Passage.
VIA SINGAPORE, PE	NANG. COLOMBO, PORT SAID and MARSEILLE	Capt. C. H. Watkins, R.N.A.	
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA	CEYLON	About 18th May	Freight only.
LONDON and ANTWERP	SUMATRA	About 31st May	Freight and Passage.
VIA SINGAPORE, PE	NANG. COLOMBO, PORT SAID and MARSEILLE	Capt. W. R. Le Mare	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 24th June, at 1 P.M.
KOREA	18,000	SATURDAY, 15th July, at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MONGOLIA	27,000	FRIDAY, 9th Sept., at 1 P.M.
		SATURDAY, 30th Sept., at 1 P.M.

* Twin Screw.

All Steamers are equipped with Wireless Telegraphy.

The P.M.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 27th May, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points. Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 19th May, at 1 P.M.

CHINA 10,200 Tons FRIDAY, 16th June, at 1 P.M.

FRIDAY, 7th July, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	JUNE, 30th, 1 P.M.

* AMERICA MARU 11,000 A. G. Stevens FRIDAY, July 21st, 1 P.M.

+ Triples Screw turbine engines. * Twin screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 12th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45 0 0, Single
NEW YORK	£ 60 0 0,
LONDON	£ 71 10 0,
"	£ 120 0 0, Return 6 Months
"	£ 125 0 0, 24 Months
SALINA CRUZ or MANZANILLO	Yen 420 00, Single
" VALPARAISO	Yen 570 00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their fam. when travelling at their own expense:-

O-EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triples Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

39]

NIPPONYUSEN KAISHA

THE JAPAN MAIL SHIP CO.



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU	7,000	WEEDAY, 10th May, at Daylight
VICTORIA B.C. & SEATTLE	MISHIMA MARU	9,000	WEDDAY, 24th May, at Daylight
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOYAMA, SHIMIZU and YOKOHAMA	KAGA MARU	7,000	WEEDAY, 7th June, at Daylight

DESTINATIONS	STEAMERS	TONS	SAILING DATES
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOYAMA, SHIMIZU and YOKOHAMA	AKA MARU	7,000	TUESDAY, 23rd May, at 4 P.M.
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOYAMA, SHIMIZU and YOKOHAMA	INABA MARU	7,000	TUESDAY, 20th June, at 4 P.M.
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	KUMANO MARU	6,000	FRIDAY, 12th May, at Noon
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	YAWATA MARU	5,000	FRIDAY, 9th June, at Noon

DESTINATIONS	STEAMERS	TONS	SAILING DATES
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU	9,000	THURSDAY, 11th May, at 11 A.M.
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	COLOMBO MARU	5,000	TUESDAY, 16th May
VICTORIA B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	DAIGI MARU	6,178	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	TONS (Gross reg.)	LEAVES

<tbl_r cells="4" ix="4" maxcspan="1" maxrspan

TEPLITZ WATER THE PEARL OF ALL MINERAL WATERS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG,

4, QUEEN'S BUILDINGS, TELEPHONE 960.

GUSTAV FEILER, NETZSCHKAU. VGT., MANUFACTURER OF WORSTED GOODS, WOOLLEN and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

[2]

H O E H L

[670-22]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Pared Mails for the British Post Offices at Shanghai and Hankow placed on board the S.S. *Aria* have been lost in the wreck.

The *Chiyen*, with the Siberian Mail, is expected to arrive here to-morrow, at daylight.

The *Nova*, with the French Mail, left Saigon on Friday, the 5th instant, at 8 a.m. and may be expected here on or about Monday, the 8th inst., at daylight.

The *Tsukio*, with the Siberian Mail, is due to arrive here on Monday, the 8th inst.

For: PER: DATE

Haiphong	Singap.	Saturday, 6th, 11.00 A.M.
Calcutta	Singap.	Saturday, 6th, 11.00 A.M.
Macao	Su Tai	Saturday, 6th, 1.15 P.M.
Amoy and Shanghai	Kueitai	Saturday, 6th, 3.00 P.M.
Hochow and Haiphong	Mathilde	Saturday, 6th, 5.00 P.M.
Shanghai	Chihua	Saturday, 6th, 6.00 P.M.

Swatow	Hainan	Sunday, 7th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daigi Maru	Sunday, 7th, 9.00 A.M.
Penang and Ilangoon	Gernaria	Sunday, 7th, 9.00 A.M.
Haiphong	Hongkong	Sunday, 7th, 9.00 A.M.
Singapore, Penang and Calcutta	Nansong	Monday, 8th, 11.00 A.M.
Macao	Sui Tai	Monday, 8th, 1.15 P.M.

SHANGHAI, NAGASAKI, KORE AND YOKOHAMA	Nora	Monday, 8th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE	Kueichou	Tuesday, 9th, 8.00 A.M.
Tientsin	Cheching	Tuesday, 9th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 9th, 10.00 A.M.
Aiping and Takao	Yechigo Maru	Tuesday, 9th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Toupane	Wednesday, 10th, 10.00 A.M.
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Macao	Sui Tai	Wednesday, 10th, 11.00 A.M.
Tsingtan Chefoo and Newchwang	Kwangze	Wednesday, 10th, 11.15 P.M.
Manila, Cebu and Iloilo	Kafong	Wednesday, 10th, 3.00 P.M.
Singapore, Penang and Colombo	A Ki Maru	Wednesday, 10th, 5.00 P.M.
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 10th, 10.00 A.M.
Swatow, Amoy and Yokohama	Haimus	Wednesday, 10th, 11.00 A.M.
Nagasaki, Iwate and Yokohama	Yawata Maru	Wednesday, 10th, 12.00 A.M.
Manila, Cebu and Iloilo	Rubi	Wednesday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Hoiyang	Wednesday, 10th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cocktown Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.	Kumano Maru	Friday, 12th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, SHIMIZU, YOKOHAMA, HOKOLU AND SAN FRANCISCO	Tenyo Maru	Friday, 12th, 10.00 A.M.
(SIBERIAN MAIL TO EUROPE)	Lisians	Registration, 10.15 A.M.

Singapore, Penang and Calcutta	Tiflajah	Printed Matter and Samples...
Batavia, Cheribon, Samarang and Sourabaya	Copri	Registration, 10.15 A.M.
Singapore, Penang and Bombay	Delta	(Registration, with late fee of 10 cents, up to 11.00 A.M.)

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Wingsong	Registration, 10.15 A.M.
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The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.	Empress of Japan	No late fee.
Manila, Cebu and Iloilo	Letters	Letters, ... NOON

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Empress of Japan	Saturday, 13th, 10.00 A.M.
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COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS

May 5th.

ON LONDON.—
Telegraphic Transfer 1.98
Bank Bills, on demand 1.94
Bank Bills, at 30 days' sight 1.94
Bank Bills, at 4 months' sight 1.94
Credits, at 4 months' sight 1.10
Documentary Bills 4 months' sight 1.04
ON PARIS.—
Bank Bills, on demand 2.23
Credits, at 4 months' sight 2.24
ON GERMANY.—
On demand 1.84
ON NEW YORK.—
Bank Bills, on demand 44
Credits, at 60 days' sight 45
ON HAMBURG.—
Telegraphic Transfer 1.34
Bank, on demand 1.34
ON CALCUTTA.—
Telegraphic Transfer 1.34
Bank, on demand 1.34
ON SHANGHAI.—
Bank, at sight 74
Private, 30 days' sight 75
ON YOKOHAMA.—On demand 88
ON MANILA.—On demand 88
ON SINGAPORE.—On demand 77
ON BATAVIA.—On demand 100
ON HAIPHONG.—On demand 14 1/2 pm.
ON SAIGON.—On demand 1 1/2 pm.
ON HANOI.—On demand 85
SOVEREIGN, Bank's Buying Rate \$1.00
GOLD LEAF, 100 fine, per tael \$57.30
BAR SILVER, per oz. 24.70

SUBSIDIARY COINS.

per cent.
Chinese 20 cents pieces \$6.85 discount
Chinese 10 " \$7.05
Hongkong 20 " \$6.74
Hongkong 10 " \$6.99

SHARE LIST.—QUOTATIONS. HONGKONG MAY 5TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.— Hongkong & Shanghai Bank Corporation	120,000	\$125	all	129.0 (\$29.10/-) buyers
National Bank of China, Limited	99,925	\$12	all	89
China Borneo Company, Limited	60,000	\$5	all	11.10, buyers
China Light and Power Company, Limited	50,000	\$1	all	57, sales
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	87, sales
COTTON MILLS.— Ewo Cotton Spinn'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	all	\$53, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	all	Tls. 48.
Hainan King-Mow C. Spin & Weav. Co., Ltd.	8,000	Tls. 50	all	Tls. 57.
Soy Chai Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 21.
Dairy Farm Company, Limited	40,000	Tls. 74	all	82 1/2
DOCKS AND WHARVES.— Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$80	all	\$52, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$84	all	\$57, sellers & buy.
New Amoy Dock Co., Limited	55,700	Tls. 100	all	Tls. 65.
Shanghai Dock and Engineering Co., Ltd.	36,000	\$80	all	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	all	\$55, buyers
Fenwick & Co., Limited	400,000	\$10	all	\$19 1/2, sales
Green Island Cement Co., Limited	7,000	\$10	all	\$19 1/2, sal. & sel.
Hongkong and China Gas Co., Limited	12,000	\$50	all	\$115, sal. & sel.
Hongkong Electric Co., Limited	8,000	\$80	all	\$25, 75
Hongkong Hotel Company, Limited	15,000	Pts. 10	all	\$11.
Manila Metropole Hotel Limited	60,000	\$25	all	\$185, sales
Hongkong Ice Company, Limited	10,000	\$250	all	\$180.
Hongkong Rope Manufacturing Co., Limited	20,000	\$100	all	\$120.
Hongkong and South China Steam Fisheries Co., Ltd.	24,000	\$33.33	all	\$105, buyers
INSURANCES.— Canton Insurance Office Co., Limited	8,000	\$250	all	\$330, sellers
China Fire Insurance Co., Limited	10,000	\$250	all	\$165, sellers
China Traders Insurance Co., Limited	8,000	\$250	all	\$165, sellers
Hongkong Fire Insurance Co., Limited	10,000	\$15	all	\$165, sellers
North-China Insurance Co., Limited	12,400	\$250	all	\$815.
Union Insurance Society, Limited	12,000	\$100	all	\$190, buyers
Yangtze Insurance Association, Limited	50,000	\$100	all	993.
LANDS AND BUILDINGS.— Hongkong Land Invest. Agency Co., Ltd.	150,000	\$10	all	\$61, sellers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$28, sellers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 99.
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47.
MINING.— Société Française des Charb'ges du Tonkin	16,000	Frs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$24, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	75,000	\$10	all	\$10, buyers
REFINERIES.— China Sugar Refining Co., Limited	20,000	\$100	all	\$103, sellers
Lezon Sugar Refining Co., Limited	7,000	\$100	all	\$20.
STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ltd.	50,000	\$25	all	\$10, buyers
Douglas Steamship Co., Ltd.	20,000	\$50	all	\$29, buyers
Hongkong, Canton and Macao S.E. Co., Ltd.	80,000	\$15	all	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	631. bn. £126.
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	89, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$26, buyers
South China Morning Post, Limited	6,000	\$25	all	\$16.
Steam Laundry Company, Limited	20,000	\$5	all	\$25.
STORES AND DISPENSARIES.— Campbell, Moore & Co., Limited	1,200	\$10	all	\$7, sales
Wm. Powell, Limited	15,000	\$7	all	\$5, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6.
Weissman, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10, sellers
Union Waterboat Co., Limited	100 fters	\$10	all	\$300.
UNION RUBBER.— Para Rubber in London	50,000	\$10	all	\$64.
Loans	Amount	Value	Interest	Quotation.
Chinese Imperial 1880	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH. Shareholders.

W. H. ALLEN, SON & CO., LTD., QUEEN'S ENGINEERING WORKS, BEDFORD, ENGLAND.

MANUFACTURERS OF:-